

SMOKE FUND AIDING NATION'S DEFENDERS

Sinking of Tuscania a Reminder of Needs of the Men at Front.

HOTEL CLARIDGE TO HELP

Patriotic Benefit Planned for Next Tuesday Evening—Stage Stars to Appear.

What did the sinking of that transport with the scores of American boys mean to you? Didn't it make you grit your teeth and clench your fists and vow by all that is holy that you will do something to avenge the wholesale murder?

Haven't you determined to discard the word "sacrifice" as a term to describe any little contribution you may make to the Great Cause—you who are far from the danger zone, who are safe and secure from harm, who are forfeiting few of your accustomed luxuries and almost none of your comforts?

What is anything we stay at home can do compared with what the soldiers and sailors are doing? They risk lives when they go to the front. They live in the trenches, they are exposed to the elements, they are in the line of fire. If they land safely they have other perils to face. Theirs, not ours, is the sacrifice.

But there is something each of us can do. We can help to make brighter the lives of the fellows who escape the murderous torments and mines. We have their word for it that their contribution to the Smoke Fund is a patriotic duty.

Next Tuesday is going to be another theatreless day, but it won't be an attractionless day. The Hotel Claridge, at Broadway and Forty-fourth street, which gave a benefit for the Smoke Fund about two months ago, has joined the list of repeaters. The management has set aside the evening of Tuesday, Feb. 12, for another patriotic benefit for the tobacco fund, for having spent a long time in the trenches, he knows that smoke is vitally necessary to the soldier.

Corporal Holmes is a Boston boy who enlisted in the Twenty-second London Battalion, Queen's Royal West Surrey Regiment, early in the war. As a corporal of the bombing squad he took part in several big battles, finally receiving two wounds, which incapacitated him from further active service. He will relate some of his war experiences at the Claridge party. He has the reputation of being an agreeable and impressive speaker and he has a warm spot in his heart for the tobacco fund, for having spent a long time in the trenches, he knows that smoke is vitally necessary to the soldier.

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USE COAL FRUGALLY, SAY CITY FUEL MEN

Thaw Must Last for Week Before Railroads Get Back to Normal.

HARBOR IS LESS BLOCKED

Light Arrivals of Barges at Tidewater—Towboats Still Need Repairs.

Officials of the Fuel Administration agreed yesterday that if mild weather continues for another week every day of that week will be needed to insure the city against another acute coal shortage.

While the thaw which set in yesterday loosened the grip of ice and showed hundreds of miles of territory, it brought the complication of ice jammed rivers and harbors and of railroad cuts filled with melting snow. In places along traffic lines between the city and the coal mines sections of track were made unsafe for heavy cars and locomotives became unserviceable by the bursting of frozen pipes.

Under such conditions it will be several days before the transportation facilities on which the hauling of coal depends are in even ordinary shape and the city will be in a predicament.

It was pointed out that the duty of every patriotic coal shoveller lies in assisting the administration by a use of fuel as careful as if he were saving money. The administration is grateful for the fact that the city is in a position to use fuel as carefully as if he were saving money.

FUGITIVE GERMAN OFFICER CAPTURED

George Begmann, Interned Shipping Man, Caught on West Side.

George Begmann, an officer of the North German Lloyd steamship George Washington, who escaped from the custody of the Federal authorities last summer, was recaptured here yesterday. He has been living in 183 West 130th street under the name of George Gunther.

Begmann's escape was kept secret by the Government agents when it occurred. On the pretence of wanting to see a private dentist about some ailment with his teeth the German officer succeeded in hoodwinking the authorities into allowing him to leave the Ellis Island detention station where he had been interned.

He was sent to the dentist in charge of an office at the Bureau of Immigration, who was supposed to keep him in his sight. It is the opinion of the Federal authorities that Begmann had been working here for months. His arrest was accomplished by a policeman, who recognized him from a picture he had seen in his station house.

HOTEL MEAT RATION PLAN OFF FOR TIME

Await Fixing of Food Prices by U. S. Regulation.

Special Dispatch to The Sun. Washington, Feb. 7.—All plans for rationing of hotel and public eating place patrons have been dropped by the Food Administration pending receipt of feasible plans from local and State food administrators. It is believed it will be impossible to enforce a meat rationing plan until food administration reaches a point where all prices are fixed by governmental regulation.

At the time the Food Administration ruled these patrons should be permitted only a stated amount of bread in accordance with the new regulations fixing its rationing, it was thought it would be possible to designate the exact number of ounces of beef or other meats which should be served. It was pointed out that much meat is wasted when patrons are served portions larger than would normally satisfy the patrons.

When this point was brought up, however, the hotel men said if such a ruling were put in force it was highly probable many eating houses would begin to serve what might be termed half portions and by slightly reducing the price make the dish an attractive one to patrons, thus stimulating demand for meat the total consumption would be greater than under the present system. This argument proved a factor for the opponents of the plan and the matter was voted to lay the question on the table.

Fuel and munitions problems will be discussed at a 11th meeting of the American Institute of Mining Engineers which opens in this city February 13 for a three days session. Hudson Maxim will read a paper prepared by Dr. Henry M. Howe of the Government Ordnance Department on "Erosion of Guns." Substitutes for coal and the supply of raw materials to industries engaged in war work will be considered also. The meeting will conclude with a trip to Princeton, N. J., to the school of aeronautics.

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WARMER WEATHER WORKING WONDERS

New England Only Section to Show No Signs of Less Congestion.

CAR CLEARANCE STARTS

Smith Expects Big Advance in Movement Here if Mercury Stays Up.

Rising temperatures everywhere in the eastern territory except northern New England brought cheer yesterday to A. H. Smith, Regional Director of Railroads, and to operating officials. Little progress was made yesterday toward improving conditions, but a big advance was predicted, beginning to-day, if the favorable weather held.

The figures showed that a beginning, at least has been made in reducing congestion. In the whole territory yesterday there were 59,287 railroads of east-bound freight stalled, a decrease of 297 loads from the previous day. In west-bound loads, of which 35,222 were stalled, the decrease was 619. A more favorable showing was made in the shifting of empty cars, congestion in empty cars being cut from 13,245 to 10,546, and in westbound empties from 47,934 to 45,497.

A week of such weather as favored the territory yesterday will work wonders. It was stated at the office of the Regional Director, in clearing up congestion and getting the railroads back to normal, that section and that the movement of freight was below normal.

Low temperatures necessitated a reduction of from 10 to 40 per cent. in tonnage. Out of the middle West road trouble hangs on, the reports from Cincinnati stating that Ohio River conditions still are ominous. The great ice block below Cincinnati remains unbroken, but the river is falling at the rate of almost an inch an hour and has receded from a stage of 62 feet to a stage of 50 feet above low water mark. Elsewhere in the middle West roads reported that they were recovering slowly from storms and low temperatures, but that sections which had been broken by snow and ice were still in some places in a bad way. In that had been snowed in for days. In some railroad centres of this section they were digging ice out of the railroad yards and loading it upon flat cars. The Pittsburgh conditions improved with the rising mercury and there were more favorable reports from Buffalo.

Traffic in New York harbor continued to be held up by floating ice and a shortage of tugboats and lighters. In the northern part of the State there was new snow, which was drifting badly, but a rise in temperature was expected.

EGG AND POULTRY RULES NEXT

Voluntary Reforms Proposed by Two Produce Traders.

WASHINGTON, Feb. 7.—Representatives of the egg and poultry trade, after a conference with Food Administration officials here today, named a general committee for each trade to draw up definite agreements regulating the prices and distribution of the commodities they handle. If accepted, the committee administration they will be put into force voluntarily.

Chief among the reforms sought by the administration are the elimination of unnecessary handling and the abolition of speculation.

MORE NEW HAVEN TRAINS OFF

Cut in Passenger Service Laid to Three Causes.

Boston, Feb. 7.—A further curtailment of passenger service was announced by the New York, New Haven and Hartford Railroad to-night in giving out a list of nine trains which will be discontinued on and after Monday, February 11.

The company said the step was necessary "on account of the further need for conservation of fuel and improved movement of freight, and the continued shortage of men."

TUNNEL PROJECT ADVANCED

Delaware Bridge Bill Also Passed by Jersey Senate.

Special Dispatch to The Sun. Trenton, N. J., Feb. 7.—The Hudson River tunnel project between New York and New Jersey was further advanced today, when the three bills introduced in the House by Speaker Montgomery provided for the tunnel and a bridge across the Delaware were passed by the Senate.

The plan of the administration as outlined by opponents of the amendment has been to make the bridge and tunnel projects accessories to the State highway system, the completion of which will be accomplished before actual work is begun on either the bridge or tunnel. Under the plan the new low level for road purposes will be continued without increase until the finances have been provided for the bridge and tunnel.

BRITAIN GIVES COAL CARGO TO STORROW

Diverts Shipload to Help Out New England.

Boston, Feb. 7.—The British Government, through its embassy at Washington, to-day offered a cargo of coal to James J. Storrow, the New England Fuel Administrator, to help relieve this district's fuel famine. Mr. Storrow accepted the offer with alacrity.

The cargo, it is understood, is of the best selected coal, originally consigned for bunkering British ships tied up at New York. These ships, however, have now been supplied.

During the day five steamships succeeded in smashing their way through heavy ice fields to this port, bringing in approximately 25,000 tons of coal. This was for public service corporations, the amount for domestic purposes being only 4,000 tons.

Railroads whose coal traffic had been brought almost to a standstill by the severe weather conditions of the last few days reported to-night a freer movement of fuel. Vineyard Haven, where vessels carrying many hundreds of tons have been blocked by ice for nearly a week, reported the ice to be breaking up to-day.

ICE DEALERS' BOARD TO BE NAMED TO-DAY

Seventy-five Per Cent. of All in Greater New York Sign Agreement.

With all the larger dealers in ice committed to a plan for a pooling of interests in order to avoid an ice famine next summer the time allotted for the signing of the agreement limiting the arrangements will expire at noon to-day.

Seventy-five per cent. of the entire number of dealers in Greater New York had signed the agreement last night. This afternoon a committee of seven of these will be chosen by ballot to supervise the carrying out of the agreement. The differences that arise will be submitted to the Federal Food Administration for arbitration.

John Mitchell, president of the State Food Commission, was somewhat disturbed yesterday by the fear a new article sent from Albany on Wednesday would be a misstatement.

He said to the reporter there will be no shortage of manufactured ice next summer, he said. "The inference is incorrect. I wish the Government the ammonia now held by ice manufacturers would not be commandeered. I did not say an additional supply would be allotted to them. All of the ammonia this country can produce is needed for the ammunition making programme of the Government."

SHORTAGE OF AMMONIA.

Federal Food Administration Presents Result of Conditions.

WASHINGTON, Feb. 7.—Possibilities of a serious ammonia shortage are being discussed by the Federal Food Administration. The shortage of ammonia is being discussed by the Federal Food Administration. The shortage of ammonia is being discussed by the Federal Food Administration.

The attention of the Food Administration is called to articles appearing in various New York papers by which it is indicated plenty of ammonia will be available to make ice next summer; that there will be no commandeering of ammonia in New York, and there will be sufficient supply of the commodity to permit the manufacture of the customary amount of artificial ice.

The Government cannot give assurance there will be a sufficient supply of ammonia, nor that the manufacture of the customary amount of artificial ice will be possible. There is danger of a serious shortage of ammonia and steps are being taken to have as large a possible harvest of natural ice to meet any possible shortage of the manufactured product.

AETNA COMPANY ASSETS GROW.

Receivers for Powder Concern Say Outlook Is Promising.

A report filed yesterday in the Federal court by Benjamin B. Odell and George H. Holt, receivers for the American Explosives Company, indicates a large excess of assets above liabilities, and states that the company is now negotiating contracts large enough to keep its plants operating until December 31, 1918. The current assets of December 31, 1917, are set down as \$16,076,828, and the liabilities exclusive of capital stock, as \$10,156,536.

Of the claims filed against the company, aggregating \$16,709,406, the receivers allowed \$5,418,971, and they state that the maximum amount of claims entitled to participate in dividends is \$4,968,283. The company holds contracts aggregating \$50,000,000.

DRASTIC MEASURES MAY FREE FREIGHT

Truck Pooling Plan Seems to Be Method Indorsed as Most Feasible.

QUICK ACTION NEEDED

Manufacturers Facing Ruin if They Cannot Get Their Goods to Market.

Special Dispatch to The Sun. Washington, Feb. 7.—Statements from New York bankers and manufacturers that unless drastic action is taken at once to relieve the freight congestion at New York terminals may result, have led Director-General McAdoo to advise Regional Director A. H. Smith that he has full power to inaugurate any system of delivery which will bring about speedy relief.

Mr. Smith's efforts in evolving a plan by which the railroads will deliver all freight to the doorsteps of consignees are being supplemented by an investigation under the direction of James S. Harlan, a member of the Interstate Commerce Commission, who was sent by Mr. McAdoo to study New York conditions. It is understood that despite opposition in some quarters the measures suggested by the Government officials, a definite decision will be reached in a few days. The new plan in effect will extend the Government's control of railroads to include the delivery from terminals of all freight.

Reports from New York, Philadelphia and Baltimore show that many manufacturers face ruin unless the railroad transportation facilities are bettered within a few weeks. Many factories in New York, particularly those in the clothing business and other lines of a seasonal nature, have run at full time during the past fall and winter months, piling up great stocks of goods to be placed on the markets this spring. In ordinary times these goods are shipped throughout the country from New York during the latter part of January and early February. Merchants in many States are waiting for goods to be placed on their tables for the Easter trade.

For several months various traffic organizations of New York have been studying diligently the delivery problems of the district. Without exception they are agreed that the old time methods must give way, at least temporarily, to some method which will permit a resumption of domestic trade. It even has been urged that the Government would find it necessary within a short time to issue freight permits by which the character of the goods to be shipped would be determined. Mr. Smith would adopt in a general way the "store door" delivery plan, by which owners of all motor trucks and horse drawn trucks would place their goods at the disposal of the Government. The trucks, by carrying full loads and covering fixed routes on fixed time schedules, would be able to handle from 40 to 50 per cent. more business than is possible under the present antiquated method.

All freight received by the railroads at a terminal would be unloaded, packed, and carted to the establishment of the consignee. If the latter failed to pay for his goods upon receipt the goods would be hauled to a storage warehouse and held there in the name of the consignee. By this plan the consignee, who up to this time has saved much business by exact proportion to the freight houses to act as warehouses for his goods, without charge to himself, would bear the burden of the expense of doing business in exact proportion to that borne by other manufacturers who are more patriotic in their efforts to assist in clearing up freight congestion.

If it were found that the number of trucks available for the work is inadequate to the needs of the city, it is possible that the Director-General would take steps to force the department stores to make use of their own trucks.

\$1.95 For Derbies And Soft Hats

That Were \$3 and \$4

FINAL Clearance of high-quality, smart-style Derbies and Soft Hats in my private blocks. At regular prices, these were the fullest intrinsic values. At reduced prices the values are extra-heaping.

JOHN DAVID

STEN-BLOCK-SHIRT-CLOTHES Broadway at 32nd Street

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The Electric Toaster saves working over a hot fire, and makes toast, right on the table, that is better than the old kind

This "Little Servant" makes twelve delicious slices for one cent, and costs as low as \$4.50

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10 Irving Place	Stuyvesant 5600	355 East 149th Street	Melrose 9900
114 West 43d Street	Bryant 5265		

Night and Emergency Call: Farragut 3000